

IN AWFUL PLUNGE TO DEATH 37 PASSENGERS ARE KILLED AND MORE THAN 60 INJURED

Worst Wreck in History Lehigh Valley Railway and One of Worst Ever Recorded COACHES PLUNGE FORTY FEET DOWN EMBANKMENT

Second Day Coach Struck on End and Stood Straight Up, Whereupon Pandemonium Followed; all the Passengers Were Piled In a Tangled Mass of Humanity, Some Dead and Others Maimed, With Broken Seats Piled Upon Them.—Luckily the Cars Did Not Catch Fire and Many Who Would, In that Event, Have Been Burned Alive, Were Cut Out By Heroic Fellow Passenger Rescuers.—The Story

*** PARTIAL LIST OF THE DEAD. ***
* Manchester, N. Y., Aug. 25—
* Following is a list of the dead
* at the Shortsville Morgue:
* T. C. Madden, Trenton, N. J.
* E. Pangbun, veteran, Brooklyn
* A. M. Hunsicker, Vineland Ont.
* Charles Hicks, Newark, N. J.
* R. S. Uncle, Southfield, N. J.
* Mrs. R. S. Uncle, Southfield,
* New Jersey.
* Mrs. A. E. Zudick, Buffalo,
* New York.
* Helen Pownell, Address un-
* known.
* C. P. Johnson, or Dr. Johnson,
* Philadelphia or Cleveland.
* Mrs. C. P. Johnson.
* Joseph Hickey, Address un-
* known.
* The remainder of the dead
* were unidentified.
* The dead at Rochester:
* D. M. Belt, veteran, Los An-
* ges, Cal.
* Henry Becker, brakeman.
* *****

(By the Associated Press.)
Manchester, N. Y., Aug. 25.—
Speeding eastward behind time,
Lehigh Valley passenger train No. 4
ran into a spread rail on a trestle
near here today and two day coaches
from the rear section of the train
plunged downward 40 feet, striking
the east embankment like a pair of
projectiles.

In the awful plunge and crash at
least 37 persons are tonight believed
to have been killed and more than
sixty injured. The injuries of sev-
eral are so serious that it is feared
they will die.

The wreck was the worst in the
history of the Lehigh Valley line in
this State, and one of the most dis-
astrous ever recorded on the system.
Crowded with passengers, many of
whom were war veterans and excur-
sionists from G. A. R. encampment
at Rochester, the train made up of
fourteen cars, drawn by two big
mogul engines, was 40 minutes late
when it reached Rochester Junction,
and from there sped eastward to
make up time before reaching Gene-
vea.

The engines and two coaches had
just passed the center of a four hun-
dred foot trestle over Canandaigua
outlet, 150 yards east of the station
at Manchester, at 12:35 o'clock when
the Pullman car "Austin," the third
of a long train, left the rails. It
dragged the dining car with it and
two day coaches and two Pullmans,
in this order, followed. All bumped
over the ties a short distance when
the coupling between day coach No.
237 and the rear end of the diner
broke. The forward end of the train
dragged the derailed Pullman Austin
and the diner over safely after which
both plunged down the south em-
bankment and rolled over.

The free end of an ill-fated Lehigh
Valley day coach, in which most of
the victims were riding, shoved out
over the gulf and followed by a Grand
Trunk day coach, stripped the rear
guard off the south side of the trestle
and plunged to the shallow river bed
more than 40 feet below.

The end of the first day coach that
went over struck the east embank-
ment of solid masonry, and with the
other 60-foot car behind it both shot
against the wall with terrific force.
Both cars lay, a mass of crumbled
wood, metal and glass under which a
hundred men, women and children,
many of whom were killed instantly,
were buried. The greatest destruction
occurred in the day coach No. 237,
and a dozen persons were taken later
dead from the second day coach,
which after following the first over
the trestle, snapped its rear coupling
and thus saved the rest of the train
from being dragged along.

This second day coach struck on the
bottom and stood end up, the rear end
projecting a few feet above the top
of the trestle. All of the passen-
gers in this car were piled in a tan-
gled mass of broken seats at the bot-
tom of the car. Indescribable pande-
monium followed. The Pullman car
Emelyn, which remained on the bridge
with one end projecting over the
gulf and several cars behind it, de-
railed and in immediate danger of go-
ing over the mass of wreckage be-
low, were soon emptied of all their
passengers, who aided by gangs of
railroad employes from the big freight
yards at Manchester rushed to their
aid. It was several minutes, how-
ever, before anybody reached the cars
at the bottom to help the victims.

The cars did not catch fire. Axes
were secured and body after body was
removed and carried by the rescuers
knee deep in the river bed to the
bank on the west side of
the trestle. There the dead and in-
jured were laid out on the ground
while planks and timber were requi-
sitioned and a field hospital estab-
lished.

It was more than an hour before
many of the injured could be remov-
ed, and special trains from both Gene-
vea and Rochester brought physicians,
nurses and medical supplies. Hun-
dreds awaited treatment, and the rail-
road station at Manchester, a cider
mill and an ice house were used to
give temporary shelter and treatment
to the suffering.

It was necessary to chop through
the sides and bottom of the day coach
at the bottom and the work of re-
moving the victims moved with pain-
ful slowness. Death had come swift-
ly to many, a large number of the
dead having had their skulls crushed
in when they were thrown against
the car seats and projections. The
mortality was high among the older
passengers, most of whom were vet-
erans of the Civil War and their
wives.

The dead, removed from the wreck
and brought to a morgue at Short-
sville, near here, at 9 o'clock tonight,
numbered 23. Two other persons
died in Rochester from their injuries.
Several other persons are living in
hospitals at Rochester, Geneva and
Clifton Springs with probably fatal
injuries. The number of injured
will reach sixty.

Details of the Terrible Accident.
Owing to the fact that the derailed
dining car, in going into the ditch
east of the trestle, had brought down
several telegraph poles, with scores
of wires telegraph service was
broken and will not be restored until
tomorrow. Aid had to be summoned by
telephone.

Coroner D. A. Eisline, of Short-
sville, took charge of the work at the
wreck, assisted by Coroners Arm-
strong, of Canandaigua, and Flint, of
Geneva. Coroner Armstrong was as-
signed particularly to investigating the
legal aspect of the disaster and after
a preliminary examination of the
scene he said: "It looks to me as
though the track was bad and there
was probably a broken rail. It looks
as if the first truck of the first car
that was derailed left the rails about
60 feet from the west end of the
bridge. We will hold no inquest until
we identify all of the bodies."

Late tonight, while the wrecking
crews were trying to remove part of
the wreckage, the day coach that
stood on end fell into the gully, add-
ing to the debris at the bottom,
under which it is possible a few more
bodies may be concealed.

A Harrowing Aftermath.
A harrowing aftermath of the
wreck is the scantiness of means of
identifying the victims. Rescuers in
their haste to remove clothing and
effects from the victims neglected to
keep the various articles near the

bodies, and many of the dead were
to be found laid out at the morgue
where careless visitors mixed up gar-
ments and identification things. The
breaking down of the telegraph serv-
ice was confusing, because of the in-
ability of those who are safe, to send
news to anxious relatives. It will be
days before the full list of dead is
made up. The features of some are
so badly disfigured that identification
in any case will be difficult.

A pathetic sight was witnessed in
the Manchester station tonight when
the hats of the men in blue with
their gold braid, and the more pre-
tentious head gear of the sons of
veterans were piled up with baggage,
bloody garments, umbrellas and other
personal effects, most of which are
the property of the dead.

Engineers in Charge.

The wrecked train was in charge
of Conductor James Hillock, of Gene-
vea, with engineers Bowman and
Callan on the engines. Conductor
Hillock had just stepped from the
dining car to the next car, when the
dining car left the track. He pulled
the signal for breaks and both en-
gineers responded instantly. En-
gineer Bowman, of the second en-
gine, was leaning from his cab win-
dow, and as he turned on the brakes
he looked backward to learn the
cause of the trouble and saw the cars
toppling off the bridge.

Passengers in the cars which re-
mained on the track gave prompt as-
sistance. Appeals for doctors and
nurses were sent to the nearby places
and special relief trains were run
from both east and west. So great
was the number of injured that there
was work for all.

A number had miraculous escapes.
One woman was all that remained
alive of a family of four. Two men
jumped through a window and escap-
ed with slight cuts.

Among the injured who were taken
to Rochester was Rev. and Mrs. Whit-
ley, of Boynton, Va., an aged couple.

Cause of the Wreck Not Decided.

Two theories for the cause of the
wreck have been advanced.

One is that it was caused by a
broken rail, another the spreading of
the rails.

The road was blocked for several
hours.

WAS HE MURDERED?

**Or Was Death Due to That Greatest
Enemy of Mankind?—Cause of
Farmer W. C. Powell a Sad One.**

(Special to News and Observer.)
Littleton, Aug. 26.—Mr. William C.
Powell, a prosperous farmer living
near Aurelian Springs, was found dead
in the road near Gretna Green last
Saturday night. He had been to Lit-
tleton and left here late in the after-
noon somewhat under the influence
of liquor, and was seen by several
people at different places before he
was found dead.

Coroner Rowe was notified and he,
with a jury composed of the follow-
ing, Sam Harriss, Earl Shearin, Ellis
Crawley, Babe Matthews, J. R. Pat-
terson and D. A. Smith, viewed the
body and adjourned the court to meet
again at Gretna Green.

Mr. Powell leaves a wife and five
children, three of whom are young,
and many friends who were shocked
at his sad death. There is among
some people a strong suspicion of foul
play as to the cause of his death.

The coroner and his jury will in-
vestigate every clue and settle the
manner of his death if possible.

Not the Cook's Fault.

Fliegende Blatter.
Mistress—Really, Marie, whenever
I come into the kitchen, I see you
doing nothing.

Cook—You're right, mum; you
never have any luck do you?

CHILD LABOR AND CHILD'S WELFARE

Bill to Establish Bureau to Look Especially After Little Ones

(By P. H. McGOWAN.)

Washington, Aug. 26.—The next
session of Congress will probably see
enacted a law which has long been
wanted by many persons and organi-
zations interested in the condition of
children.

The bill, which has just been formu-
lated, has for its purpose the establish-
ing of a bureau in the Department of
Commerce and Labor under the di-
rection of a chief, to be appointed
by the President with the advice and
consent of the Senate, the said bu-
reau to investigate and report upon
all matters pertaining to the welfare
of children and child labor. It is
especially charged with investigating
the question of infant mortality, the
birth rate, orphanage, juvenile courts,
desertion, dangerous occupations, ac-
cidents and diseases of children, em-
ployment, legislation affecting chil-
dren in the several States and terri-
tories, and such other facts as have
a bearing upon the welfare of chil-
dren. The results of such investi-
gation are to be published from time
to time.

The bill as drawn and recommend-
ed for passage confines the operation
of the bureau primarily to the ques-
tion of investigation and of reporting
the same, the design and purpose be-
ing to furnish information in this
general way from all parts of the
country to the respective States to en-
able them to deal more intelligently
and more systematically and uniform-
ly with the subject. The bill is not
designed to encroach upon the rights
or relieve the States from the duty
of dealing with this subject, but to
furnish information to enable them
to deal more successfully with it. It
was the opinion of the committee
that the duty devolves primarily upon
the States to legislate upon this im-
portant subject and the States can
more effectively deal with it. But
it seemed to the committee that there
was a duty upon the part of the
National government to aid in get-
ting information and data with the
view of assisting in this work, and
that the National Government could
get such information and data more
effectively than the respective States.

The bill treats of a subject which
has engaged the attention and the
widespread interest of the people
generally for a number of years. Such
organizations as the National Child
Labor Committee, the National Fed-
eration of Women's Clubs, and a
number of other organizations and
individuals have given much time and
consideration to the subject and have
indorsed measures looking to the bet-
terment of the condition of children,
and more carefully guarding their
welfare. After a thorough investi-
gation of its relation to other bu-
reaus and departments in the gov-
ernment it has been found that the
proposed bureau will in no sense dupli-
cate work that is now being done,
though it would be greatly aided by
co-operation with such bureaus as
the Census Bureau, the Bureau of
Education, and the Bureau of Labor.

BOND COMPANY REFUSES TO PAY.

**And Receiver Pennington Will Have
to Sue to Enforce the Penalty.**

(Tarboro Southerner.)
The bonding company that guaran-
teed the honesty of L. V. Hart and
E. B. Hussey, cashier and assistant
cashier of the Bank of Tarboro, to
the amounts of \$16,000 and \$5,000,
respectively, has refused to make good
the shortage on the ground that it
is stipulated in the bond, before the
renewal of the bond becomes ef-
fective, the directors must certify to
the company that the accounts of
such bonded officials are correct, and
that this they failed to do.

Mr. Pennington told the represen-
tative of the company who was here
a few days ago that he was asking
for payment of this year's defalcations;
that since January 1st the books
showed that \$83,000 had been taken.
That of this amount some \$16,000
had been taken and not a scratch of a
pen or pencil to show that it had been
received.

103 Years of Age.

(Dunn Guide.)

Quite an old man was on our
streets yesterday in the person of Mr.
Daniel Bowden, who was born in
Wayne county. He says he will be
103 years of age his next birthday,
July 13th. He is able to get about
very well and one would not judge
him to be more than 75 years old.
He was attracting right much atten-
tion.